FIG. 1

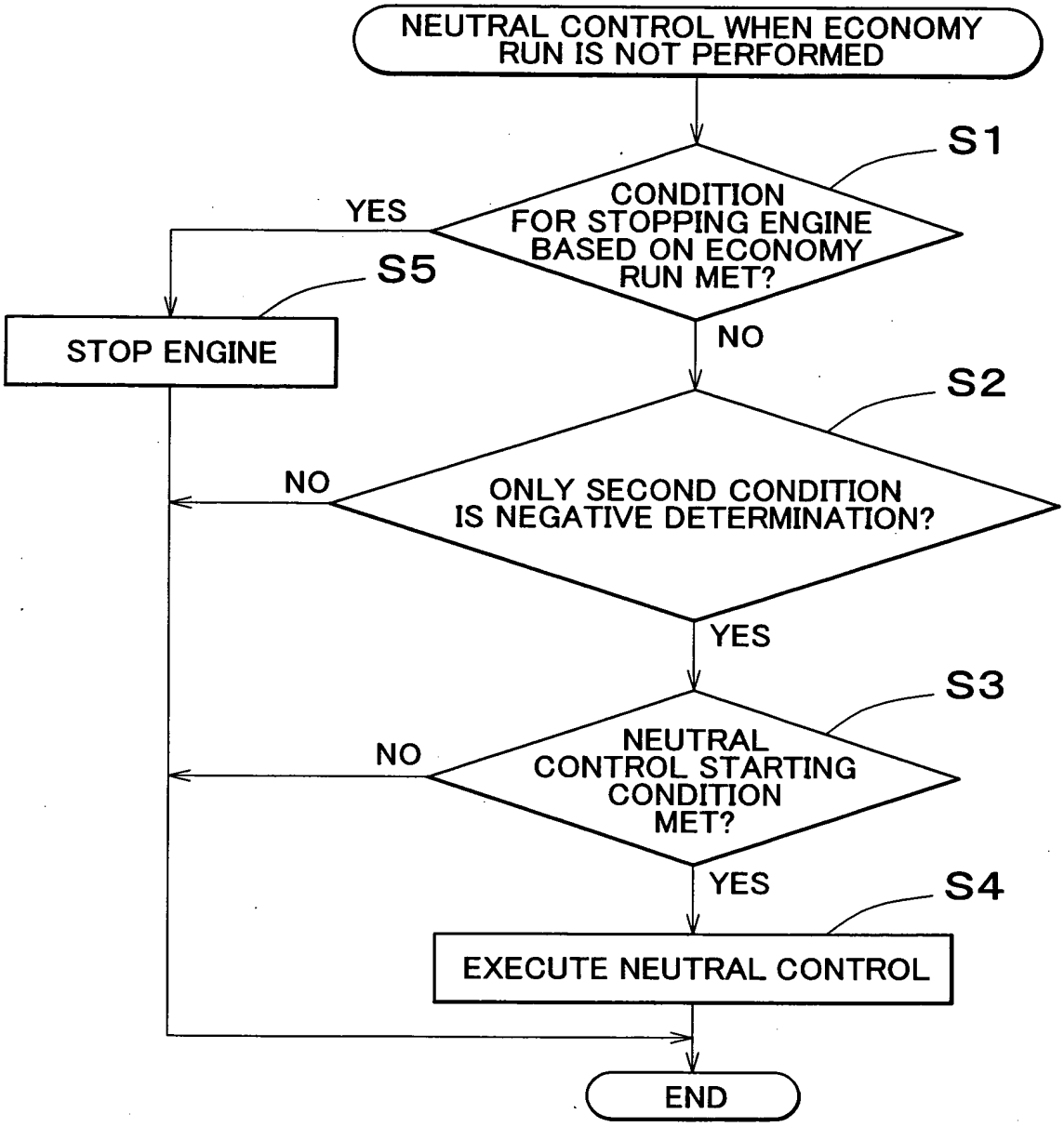

NEUTRAL CONTROL WHEN ECONOMY RUN IS NOT PERFORMED
S1
CONDITION FOR STOPPING ENGINE BASED ON ECONOMY RUN MET?
YES
NO
S5
STOP ENGINE
S2
ONLY SECOND CONDITION IS NEGATIVE DETERMINATION?
NO
YES
S3
NEUTRAL CONTROL STARTING CONDITION MET?
NO
YES
S4
EXECUTE NEUTRAL CONTROL
END

FIG. 2

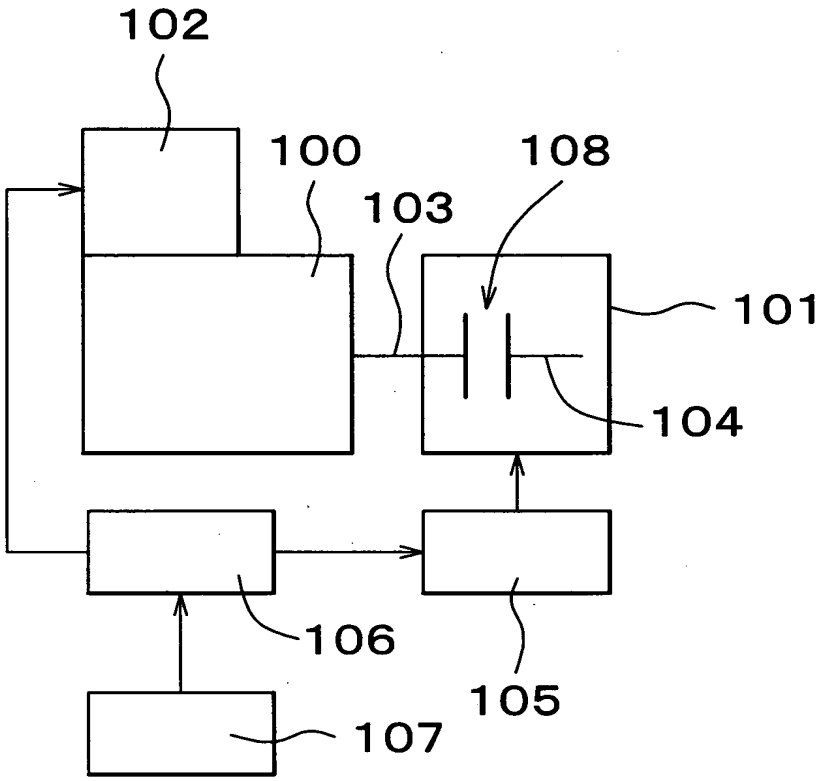


FIG. 3

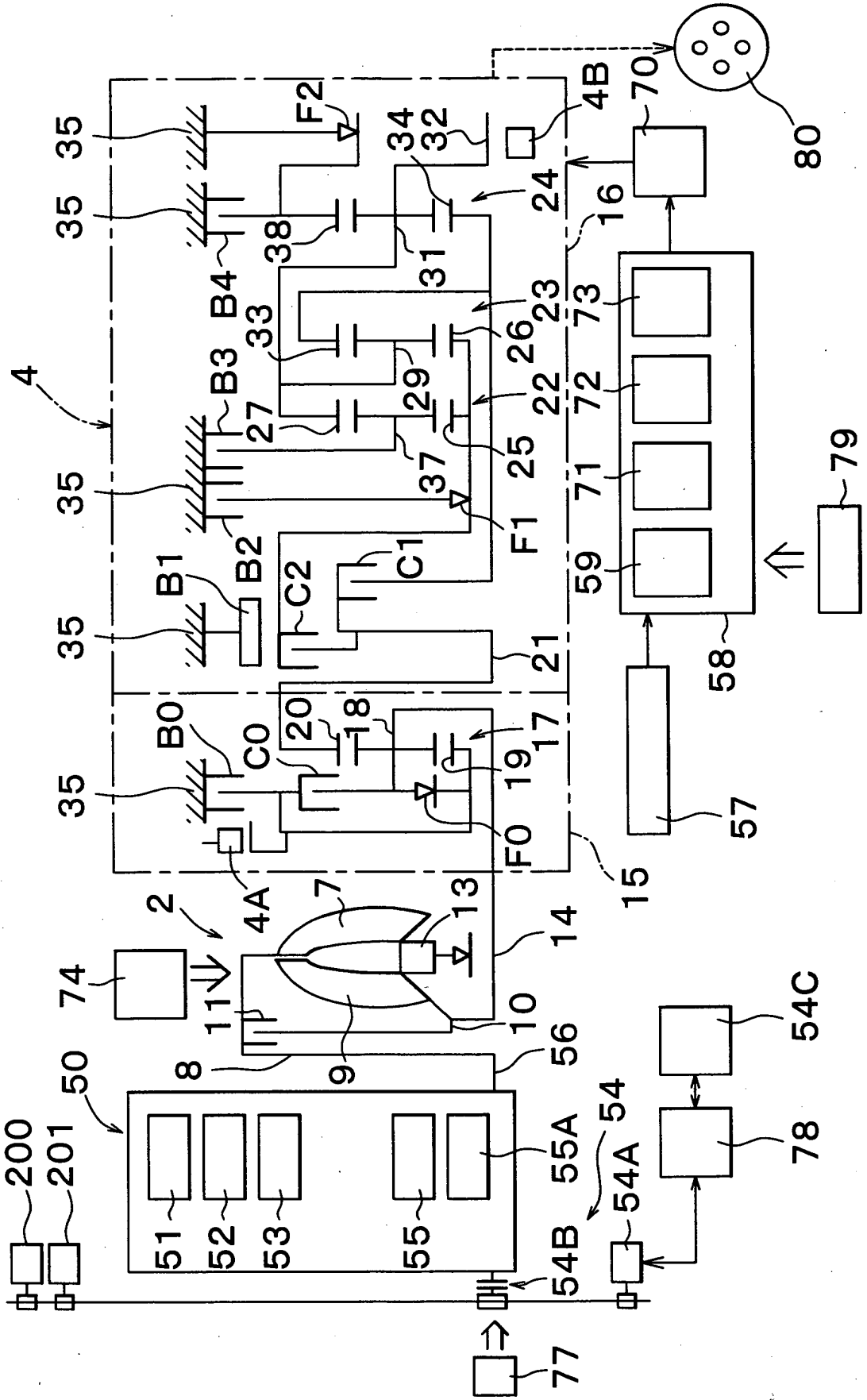
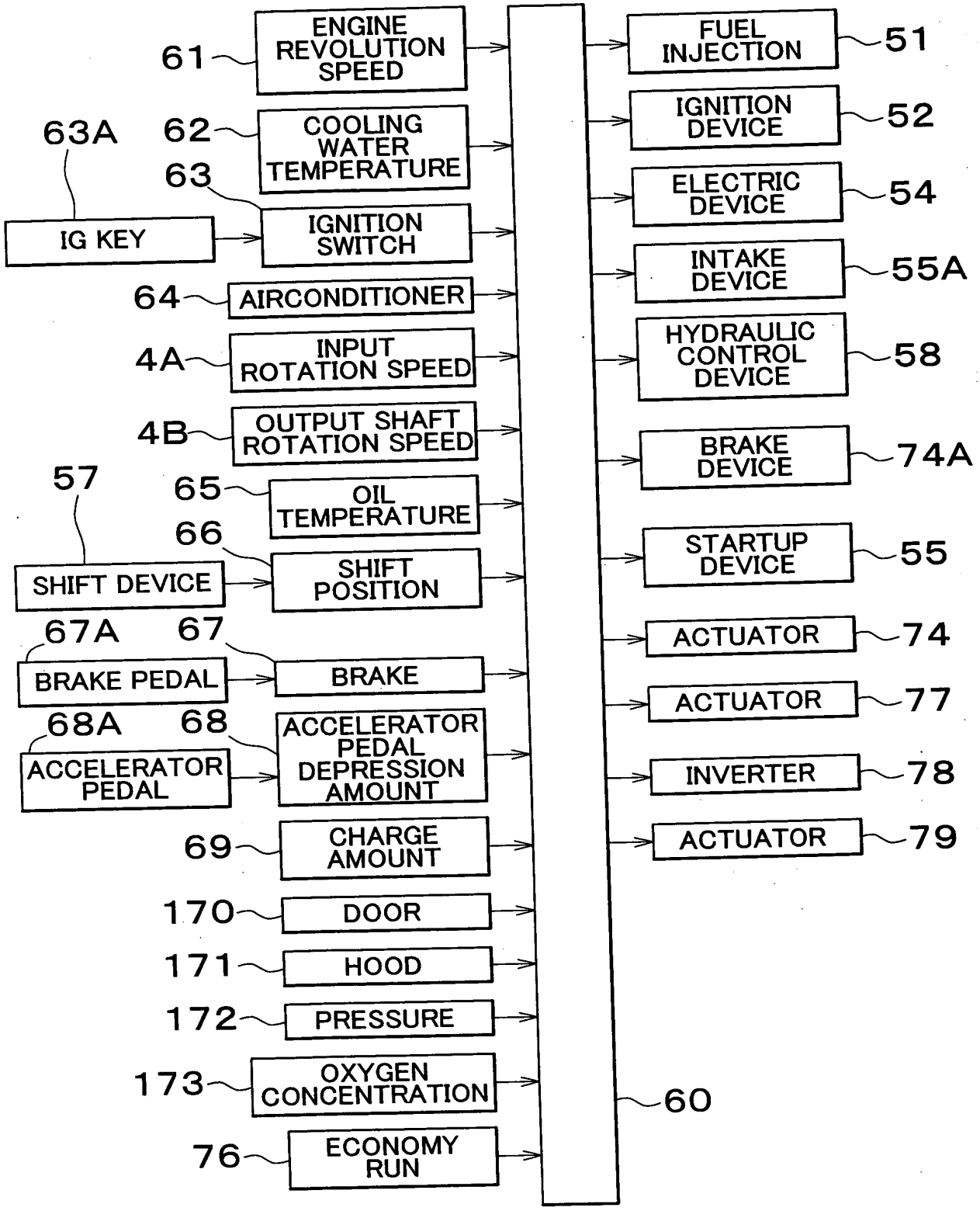

4
35
F2
34
32
4B
70
80
38
31
24
16
B4
33
23
73
26
B3
29
22
72
27
25
37
F1
71
79
B1
B2
C2
C1
59
58
21
B0
C0
20
18
17
19
F0
57
15
4A
7
13
2
14
74
11
10
8
9
56
50
54C
54
200
201
55A
78
54A
51
52
53
55
54B
77

FIG. 4

	C0	C1	C2	B0	B1	B2	B3	B4	F0	F1	F2
P	○								○		
R(DURING STOP)	○		○					○	○		
R(DURING RUN)			○	○				○			
N	○								○		
1st	○	○						◎	○		○
2nd	◎	○					○		○		
3rd	○	○			◎	○			○	○	
4th	○	○	○			△			○		
5th		○	○	○		△					

FIG. 5


61
ENGINE REVOLUTION SPEED
62
COOLING WATER TEMPERATURE
63A
63
IG KEY
IGNITION SWITCH
64
AIRCONDITIONER
4A
INPUT ROTATION SPEED
4B
OUTPUT SHAFT ROTATION SPEED
57
65
OIL TEMPERATURE
66
SHIFT DEVICE
SHIFT POSITION
67A
67
BRAKE PEDAL
BRAKE
68A
68
ACCELERATOR PEDAL
ACCELERATOR PEDAL DEPRESSION AMOUNT
69
CHARGE AMOUNT
170
DOOR
171
HOOD
172
PRESSURE
173
OXYGEN CONCENTRATION
76
ECONOMY RUN
60
FUEL INJECTION
51
IGNITION DEVICE
52
ELECTRIC DEVICE
54
INTAKE DEVICE
55A
HYDRAULIC CONTROL DEVICE
58
BRAKE DEVICE
74A
STARTUP DEVICE
55
ACTUATOR
74
ACTUATOR
77
INVERTER
78
ACTUATOR
79